

THE SAILOR'S MAGAZINE.

Vol 29.

MAY, 1857.

No. 9.

HISTORICAL SKETCHES OF BRITISH COMMERCE,---NO. IV.

THE EAST INDIA COMPANY.

In the preceding numbers we have noticed some of the leading events in the history of English Commerce prior to the year 1600. That year was memorable for having given birth to an enterprise perhaps more important in its results than any other which has occurred in the commercial annals of the world; which, commencing in a small joint subscription by a few merchants in London, has elevated England to the first place among commercial nations, enriched her with almost fabulous wealth, and given her a colonial empire over 150,000,000 of people in one of the finest countries on the globe. That enterprise was the British East India Company.

EARLY ENGLISH VOYAGES TO INDIA.

From a very early period of antiquity that far off and mysterious country had been an object of much interest to Europeans. The spices, and silks, and jewels, which from time to time found their way to the West, awakened the admiration and cupidity of a mercantile people, and led to many projects for opening a trade with the land whence they came. It is said that so early as the days of Alfred (A. D. 833.) an expedition was sent by that monarch to the East, which returned laden with the rich products of those regions. But it was not till a much later period, when the Portuguese and the Dutch had commenced a regular and lucrative

intercourse with India, that any successful efforts were made by England to participate in that trade. To prevent collisions with those nations who claimed a monopoly thereof, it was first attempted to open a communication with India through the Arctic ocean and Behring's Straits. This proving unsuccessful, similar attempts were made to reach thither overland, through Russia and Persia, and also through the Mediterranean by Aleppo and Syria. Enough was accomplished thereby to reveal the wealth of India and excite more than ever the cupidity of English merchants towards it, as also to demonstrate the impracticability of carrying on any extensive traffic by routes so fatiguing and expensive.

In 1577 Sir Francis Drake, with five vessels, sailed for India by the way of Cape Horn and the Pacific. His voyage was highly successful, and he returned by the Cape of Good Hope after an absence of two years and five months. His arrival was hailed with exultation, as reflecting the highest glory upon the British nation; and he received the honor of knighthood at the hands of Elizabeth in reward of his services. A similar expedition was shortly after undertaken by Cavendish, which also was successful. But even these, splendid as they were, were too costly, the voyages were too long and hazardous, to become models of commercial enterprise; and it was resolved at length, notwithstanding the rivalry and probable hostility of the Dutch and Portuguese,

to attempt a more direct intercourse with the land of promise, by the shorter way of the Cape of Good Hope.

FORMATION OF THE EAST INDIA COMPANY.

On the last day of December, A. D. 1600, Elizabeth granted the first charter, by which two hundred and fifty knights, aldermen, and merchants, were incorporated under the name of "The Governor and Company of Merchants trading to the East Indies." The charter was to continue fifteen years. It allowed the Company to export bullion, to the amount of £30,000, and English goods for the first four years without duty, and as usual, to enjoy an entire monopoly of the trade. The whole amount subscribed at first was £30,133 by 101 different parties. This was not however in common or joint stock, but was designated by each subscriber for some particular purpose, or adventure, as had ever been customary with trading companies previously existing. This charter was superseded by a second in 1610, under which, three years afterwards the capital was by vote of the subscribers consolidated, becoming a true joint stock, to be managed by its Governor and twenty-four Directors, or as they were then termed, Committees.

FIRST VOYAGES OF THE COMPANY.

The Company sent out their first expedition in 1601 under the command of Capt. James Lancaster. It consisted of five ships,—one of 600 tons, one of 300, two of 200, and one of 130; and 480 men, and carried money and goods to the value of £27,000. They proceeded to Sumatra, where they formed a treaty with the king of the country, procured part of a cargo of pepper, and supplied the remainder from a Portuguese vessel of 900 tons which they plundered of a rich lading of calicoes, returning successfully to England after an absence of two years and seven months.

Their second expedition was sent out in 1604, consisting of four ships under Sir Henry Middleton. He loaded these with pepper, cloves, nutmegs and mace, and losing one of his vessels on his homeward voyage, arrived in safety with the rest in 1606.

In 1607 the third voyage was made by three ships and 310 men with much the same fortune as the preceding. A fourth, consisting of two large ships departed the same year, but the issue was disastrous. One of them was lost in the Gulf of Cambay, and the other having taken a valuable cargo of pepper was run on shore on the coast of Brittany. Her cargo and equipments were mostly saved, but the ship was lost. Of seventy-five seamen who left England on this expedition only nine returned.

A single ship only was sent in 1609, followed the next year by three, one of which called the 'Trade's Increase' was of 1,000 tons burthen. In 1611 two expeditions, the first of one, and the second of three ships were dispatched. In these twelve years they had sent forth eight expeditions, all of which, one excepted, had been successful, from which the Company realized an average profit of 171 per cent. on each. It can scarcely be considered however as the product of a legitimate trade. Constant collisions took place between the English, and the Dutch and Portuguese, and the Company's vessels did not hesitate to capture and plunder those of the latter when practicable. Compulsion too was not unfrequently used towards the natives to secure profitable bargains. In short, as one of the English historians himself confesses, "these first voyages exhibit the profits of trade combined with the produce of piracy."

RIVALRY OF THE PORTUGUESE.

During the two hundred years preceding the present period, the Portuguese were the most enterprising maritime nation in Europe. As early as 1486 they had discovered the Cape of Good Hope, and opened the way for a direct passage by sea to India. In 1497 an expedition set forth under command of Vasco de Gama who discovered the eastern coast of Africa, and passing thence eastward arrived at Calicut; and after forming acquaintance and treaties with the Indian authorities, returned to Portugal laden with renown. This expedition was followed by others, who soon became involved in war with the natives which resulted in the conquest of some of

the chief cities of the country, and the establishment of a Portuguese empire, which continued, though with declining fortunes, for many years.

It was during this era of Portuguese supremacy in the East that the first ships of the English arrived in India. The traffic of that country was too valuable to be relinquished without a struggle, and though the Portuguese were too weak to repel the English altogether, they still maintained a long series of petty hostilities, which annoyed and endangered them, and which were retaliated with even greater spirit, and with the frequent capture of the Portuguese ships and their valuable cargoes.

RIVALRY OF THE DUTCH.

Holland had revolted from Spain near the close of the 16th century; and, after a long and glorious struggle, had achieved her independence. Feeling the vigor of her youthful life, and attracted by the reputed wealth of India, she resolved to try her fortunes in securing a portion of the Indian trade. Like the English she first sent out three expeditions to attempt a passage thither by the north east through the Arctic sea, but with similar ill success. In 1595 a squadron of four vessels was sent to force their passage by the Cape of Good Hope, and in 1599 a fleet of eight ships followed, both of which returned in due time with valuable cargoes. Several commercial companies were formed, and the trade was prosecuted with great energy. In 1600 not less than forty Dutch vessels had passed the Cape, and, by their activity and enterprise, nearly supplanted their Portuguese rivals. In 1605 they attacked and captured the forts of the latter in the Spice Islands, in 1640 drove them from Malacca, and in 1656 from Ceylon. It was in this quarter that they first came into collision with the English. By the strength of their fortified places, and by the number of their ships they nearly acquired a monopoly of the trade in spices, and compelled the latter to turn their attention chiefly to the continent. The trade of India proper and Bengal was virtually relinquished to them, and

rapidly increased, both in extent and lucrativeness, till it soon far surpassed that which had been at first the chief object of interest, and laid the foundation for that vast Indian empire, which now covers almost the whole southern shore of the Asiatic Continent.

FIRST TERRITORIAL ACQUISITIONS.

It was no part of the original design of the East India Company to acquire territory in that country. Their first voyages were "personal adventures, undertaken with a mingled view to discovery, commerce, and piracy, rather than to any fixed scheme of conquest or dominion." For many years the company pursued their business with varied fortunes, but in the main with success. Large additions were made to their capital stock, both by subscription and from the profits of the trade, accompanied by a like increase in the number of their vessels, and the extent and variety of the commodities of their traffic. They had trading establishments at several important points which they called factories, but without any fortifications or permanent military defences for their protection.

Such defences, however, were soon found to be necessary. In 1640 permission was obtained from a native chief to erect a fort at what is now Madras. It was called Fort St. George, and became afterwards the capital of the English settlements on the Coromandel coast. In 1656 a factory was erected on the Hoogley River, one of the principal outlets of the Ganges, which grew afterwards to a splendid city, Calcutta, the ultimate capital of all British India. In 1668, Charles II., King of England, conferred the island of Bombay, which he had received as part of the dowry of his wife, Catherine, Infanta of Portugal, upon the East India Company, who made it the capital of Western India. These were the first territorial possessions acquired by the Company. Even these were not held with any intent of founding a civil government, but merely for the purpose of systematizing and protecting the commerce which had now greatly increased.

RIVALRY IN ENGLAND.

The success of the East India Company, and the profits accruing from their trade early awoke a spirit of rivalry against them in England itself. It is true that other parties might engage in the commerce, but they must buy a license to that effect from the Company, and at the Company's rates. The despotic Charles I., and his dissolute courtiers, were greatly in want of money. Even James had permitted his favorite "Steenie," the Duke of Buckingham, to extort £10,000 from the Company, to purchase his sanction for the dispatch of a fleet. Charles also, on one occasion, bought up all the Company's pepper on credit, sold it for cash, and forgot to pay for it at all.

At length, in 1653, through bribery and intrigue, Charles was induced in direct violation of the chartered monopoly of the East India Company, to license another, styled the "London Company," more popularly known as the "Interlopers." This Company sent out two large ships, with a splendid equipment, under the command of Sir William Courten. The issue of the expedition, however, was disastrous. Their ships were seized by the Dutch, and their factories destroyed. Their stock depreciated in value, and the civil wars about this time breaking out in England, the attention of the people was, for a time, chiefly withdrawn from the India trade, leaving the East India Company unmolested. But the calm was of brief duration. Under Cromwell a portion of the members of the Company sought and obtained permission to carry on a separate traffic of their own; but, on appeal from the Company, the commission was revoked, although considerable numbers of persons still continued to send forth their ships, in the dubious character of traders or pirates, which terms were then nearly interchangeable.

In 1661, shortly after the restoration, the Company obtained a new charter with very ample powers, granting them "the whole, entire, and only trade and traffic to and from the East Indies," empowering them to make peace or war with any prince or people not Christians, to build for-

tifications, and send out soldiers and military stores; and to seize and ship off to England all unlicensed persons invading their privileges. This charter was renewed in 1677, and added a permission to the Company to establish mints and coin money in any of their settlements, provided that it should not be called by the same names as in England.

But the "Interlopers" had now become so numerous and active that even these powers were not sufficient to restrain them. In 1683 and 1685 these powers were enlarged, giving the Company permission to seize and confiscate the ships and merchandize of all unlicensed traders, and to muster forces, execute martial laws, erect courts of jurisdiction, and appoint judges; to make war on the Indian princes, establish a navy, and appoint admirals, captains, &c., in short to exercise the most despotic powers of a civil and military government.

WARS AND CONQUESTS.

Nor were these powers suffered to remain unexercised. At this period (1689) the Company began, distinctively to entertain the idea of founding a "nation in India," and shaped their policy accordingly. They purchased lands from the natives, wherever practicable, and increased the number and strength of their establishments. Their prosperity, however, awakened jealousies and at length plunged them into a long series of wars, lasting nearly a century.

The first of these was between the Company and the French. An East India Association had been formed in France in 1664, who prosecuted their schemes of trade and conquest in the East with great vigor, and in 1746 attacked the English possessions at Madras. Both the parties sought alliances with the native princes, and the war was continued with various fortunes till 1761, terminating in the complete expulsion of the French, and the subjugation of the whole Carnatic or Coromandel coast of India to the British arms.

Before this war terminated a second, far more formidable, broke out with the Nabob of Bengal. It commenced with the capture of Calcutta

by that prince in 1756, when occurred that celebrated act of barbarity, the confinement of the garrison, consisting of 146 Europeans, in a dungeon called the Black Hole, where all but twenty three died before morning. This war lasted nine years, ending with the entire defeat of the native armies, and the conquest of the three provinces of Bengal, Bahar, and Orissa, the very finest of all India.

Scarcely was this struggle ended ere the Company were involved in another with the native kingdom of Mysore, lying on the high table lands in the southern portion of the Indian peninsula. The sovereign of this country was the celebrated Hyder Ali, who carried on the war with great ability, and was succeeded at his death by his no less celebrated son Tippoo Saib. This war lasted till 1799 when it terminated, like the others, in the defeat of the native armies, and the annexation of their country to the Company's possessions. In this war Lord Cornwallis, who commanded the British troops in our own Revolution, and was captured at Yorktown, was subsequently engaged; and here too, the Marquis Wellesley, afterwards Duke of Wellington, entered upon that career of military success, which reached at length its splendid culmination in the defeat of Napoleon at Waterloo.

While this war was raging in the south, another broke out with the Mahrattas, lying along the Malabar coast and reaching thence into the interior, north of the kingdom of Mysore. The result was similar to that of the others, as was a like struggle with the Pindarees in the north, and with the Birman Empire east of Bengal.

Thus in the space of eighty years from 1746 to 1826, this Company originally a mere trading association, had conducted successfully not less than six great wars with powerful and populous nations, had conquered their armies, dethroned their ablest princes, and annexed their territories to their own possessions. The British supremacy was established through all India, and a consolidated nation formed under it, exceeding in magnitude, and resources, and renown, all that

had preceded it since the days of Alexander.

PRESENT STATE OF THE COMPANY.

Our space will not permit even the most cursory notice of the changes which took place in the internal organization of the Company under its various charters. In 1784, after several years of political conflict, an Act was passed by Parliament, for the purpose of subjecting the vast powers of the Company to the control of the Government. A Board of Commissioners was created, consisting nominally of six of the Privy Council, appointed by the Crown, together with a special minister, or secretary for India, who is "President of the Board of Control," and who has practically the real power of the administration. "In respect to all transactions with foreign powers," says Kaye, "the President of the Board of Control has authority to originate such measures as he and his colleagues in the ministry may consider expedient. In such cases he acts presumedly in concert with the Secret Committee of the Court of Directors, a body composed of the Chairman, Deputy Chairman and the Senior Member of the Court. The Secret Committee sign the despatches which emanate from the Board, but they have no power to withhold or to alter them." In a word, the East India government is as truly in the hands of the President of the Board of Control, as that of the Home government is in those of the rest of the British Ministry.

In 1793 the power of making war and peace was taken from the Company, and in 1813 their monopoly of the India trade was abolished. Still another Act in 1833 deprived them of the last remnant of their trading privileges, and took from them even the name of a Merchant Company, leaving them purely an administrative body who, under the supervision of the Board of Control, carry on the details of the government. The profits of trade have given place to the ordinary revenues of a civil state. The institutions of civilization and Christianity have been introduced, education and the mechanic arts are fostered, and the entire people are rising in the scale of intelligence, wealth, and pros-

perity. In the history of those events which have most effectually tended to the promotion of human progress, though many things have been, and still are to be deplored as evil, yet on the whole an eminent place is due to the rise, and the operations for two and a half centuries of the British East India Company.

I. P. W.

THE ICE MARCH OF THE LAKES.

BY REV. CHARLES W. DENISON.

Come, stand on the snow-clad beach with me,

And gaze afar on our Western Sea,
Where the frozen prairies, deep and wide,
Have known, since creation, never a tide.

On Atlantic's cliff, on Pacific's shore,
Where the salted surges roll and roar,
The fields and glaciers chill the main,
Rise on its marge, and fall again.

But our Inland Oceans never know
A tidal current's changing flow:
Their march was ever the same, as now,
At the nod of Niagara's royal brow.

With thousands of miles of waves, to crown

The Cataract Queen, they are marching down;

To the music of time they rise and fall
At the throne of Erie's coronal.

Look, now, in the blush of the morning light,

On the Ice-hosts, clad in their armor of white,

Where banner and pennant, unfurled on the flood,

Were never yet dipped in the stain of blood.

Look again, when the noon-day sun is poured

On the serried ranks of the floating horde;
But no weapons of war are crowded there,
No horrid scenes of the battle's glare.

Yet look, when the night, with its sheen and gloom,

Waves over that army its dusky plume,
There cometh no halt, no rest, no sleep,
The Ice still marches along the deep.

Armies of mortals year by year,
In the battle with Death shall perish here;
Yet on, at the tap of old Winter's drum,
The Frost battalions sweeping come.

Forward, aye forward! as seasons fly,
The Ice of the Lakes yet marches by;
'Till the morn of the resurrection wakes,
There shall be no halt to the March of the Lakes.

BUFFALO, March 20, '57.

For the Sailors Magazine.

THOUGHTS ABOUT SAILORS,

OR WILL IT DO NO GOOD TO LABOR FOR THEM?

A very well meaning shipmaster who had been much tried with his crew during the voyage, said to me the other day, with apparently much sincerity, "you may labor for sailors, but it will do no good, they are growing worse and worse." I have often pondered over this remark, and it is by no means an uncommon thing to hear similar assertions made by ship masters and others. If I allowed my mind to be swayed by such remarks, I should of course abandon a work, in which I have been laboring these fifteen or sixteen years. But is the seaman's cause devoid of encouragement? As a class are seamen hopeless subjects for Christian labor? If not, what are some of the bright prospects before a laborer among them? Can they be improved? I propose briefly to state a few of the reasons why labor should be vigorously prosecuted among seamen.

1. Christ's example. Christ went among the fishermen and sailors of Galilee. He visited them on ship-board, and along the sea shore. He selected a third part of his twelve disciples from among sailors. It is not my belief that sailors in the times of our Saviour, were as a class, any more promising to labor among, than they are now in the Pacific Ocean.

2. Many sailors have actually been converted to God. Some are now preaching the Gospel, whom I have known as sailors before the mast. Others are laboring and living as useful members of society, adorning the circles in which they move, and are efficient members of the Church of Christ; while others have doubtless gone onward to join the general assembly and church of the first born, in heaven.

3. Many sailors are reckless and careless about their souls. Here is a most powerful reason why labor for sailors should not cease. That sailors are thoughtless and reckless, is surely no good reason for ceasing to labor for them, but the reverse.

4. Sailors must be converted to God before the world is converted. Here

is a motive of vast moment, which should affect the minds of all who are looking for the future spread of Christianity over the whole earth.

5. There is great encouragement to labor for sailors, because many sailors have praying friends—parents, brothers and sisters, who never cease to pray for the *absent sailor boy*! At the very moment a sailor is presented with a Bible or some good book, or is invited to the Home or the Bethel, his praying father or mother, may be earnestly presenting his individual case before the mercy seat of that God who numbers the very hairs of our heads, and whose Son has said, "Ask and you shall receive."

6. The sailor has an immortal soul. Says Daniel Webster, "If we work upon marble, it will perish; if we work upon brass, time will efface it. If we rear temples, they will crumble into dust. But if we work upon *immortal minds*, if we imbue them with high principles, with the just fear of God, and of their fellow-men, we engrave on those tablets something which no time can efface, but which will brighten to all eternity."

7. Because the life of a sailor is very short. Upon an average it is estimated, that the sailor lives only eleven or twelve years. Whatever is done for a single generation of sailors must be done quickly and energetically.—Rarely do we meet sailors who are past the middle period of life. The sailor's life is a wearing life.

8. Because the traits of the sailor's character admirably qualify him to be an exceedingly useful man, when he becomes a Christian.

9. Because sailors have hitherto been a neglected class. It is but a few years since they began to be cared for. It is our firm and honest belief, that in proportion to the labor employed and the means expended, no department of evangelical effort has been more successfully prosecuted.

10. Unless sailors are reformed and converted, they cannot be saved.

Here are ten reasons, good and satisfactory, why it is well to labor for sailors. Hence when persons are disposed to look upon the dark side of the question, and by their remarks would discourage effort in behalf of "the

sons of the ocean," it has the effect to make us look around for encouragement, and enquire, are efforts for sailors thrown away? Are sailors to be given over to those who would ruin them soul and body? Are they a hopeless class for whom to labor? We answer, no, no, NO. If all the efforts of British and American Christians, for the last quarter of a century had resulted in the conversion of but one sailor, it would not have been labor lost. "There is joy" says our Saviour "in the presence of the angels of God over one sinner that repenteth."

S. C. DAMON.

Honolulu, Dec. 1856.

For the Sailors Magazine.

THE GRAVE OF ALONZO C. MARSHALL.

HAVRE, Jan. 27, 1857.

"And they shall mourn for him as one mourneth for his only son, and shall be in bitterness for him, as one that is in bitterness for his first born."—Zechariah 12. 10.

"My heart is smitten and withered like grass: so that I forget to eat my bread."—Ps. 102. 4.

"Would God I had died for thee, O Absalom, my son, my son."—2 Samuel, 18. 33.

Such were the words of Holy Writ forced upon my mind, as I followed to the grave the remains of an only son, reflecting upon his untimely death, and upon fond and doting parents, whose house was made desolate, and whose hearts were so soon to be riven by the terrible tidings, that awaited them. And as those heart-stricken parents may never enjoy the luxury of planting a rose on his grave, or mingling their tears with his ashes, I have wished, if it were possible, to give them such an idea of his resting place, that they may, at least in imagination, hover and linger around so cherished a spot of earth, *as that of the grave of an only child.*

The city of Havre, with her immense docks, quays and basins, is built upon a delta, or rather an oblong plain of level, alluvial soil, scarcely raised above high water mark, formed of deposits, the spoils of two contending forces—ocean and river—bounded by the former on the west, and by the latter on the south,—while a high precipitous ridge, running parallel with the river, forms her northern bound-

ary. The summit of this ridge marks the elevation of the high table land of the surrounding country. But its western terminus, instead of uniting with the high bluffs on the sea coast, breaks suddenly off, so that between the ridge and the bluffs, there are deep gorges, ravines, and winding valleys, presenting to the eye every variety of wild and picturesque scenery. Through these gorges beautiful serpentine roads are made, leading to the country. At the very end, or break of this ridge, and about midway from the bed of the valley to its summit, there is formed, as by some sudden freak of nature, a kind of bench, or shelf of almost level, and singularly diversified grounds, just hid from the gaze of the city, and yet overlooking the waters of the bay; these grounds have been set apart and consecrated, *as the resting place of the dead*. A slight fence of frail lattice work marks the boundary between the Roman Catholic and Protestant part. From every nook and corner of these grounds, and to whatever point of the compass you turn, variety, beauty and unwonted loveliness greet the eye; and in some unique spots, it would seem as if nature and art had long vied for supremacy. To the north west, and from the summit of a high precipitous hill, forms a line of double bastions, backed by impenetrable walls of solid masonry—forming a mighty fortress, and commanding the entrance to the harbor. On the north east, nestles the little coquetish village of Sanvic, looking as fresh and smiling as a new blown rose, and unlike most French towns, the houses all look neat, and with soft cream-colored fronts, and a warm southern view, with the sunbeams dancing upon her windows, and pouring forth showers of such dazzling diamonds, that she seems like a convoy of guardian angels, keeping vigilant watch over the sepulchers of the dead. While, to the south east, are the stately mansions and palaces of merchant princes, embosomed in shady groves, with their flower-gardens, green lawns and gravelled walks, sparkling fountains and jets of limpid waters, and carriages rolling noiselessly over smooth McAdamized streets, drawn by well-trained steeds, pranc-

ing and champing upon the bit, under the tight rein of liveried coachmen.

Turn now to the south west, and the eye, piercing through foliage of overhanging trees, rests with undiminished rapture upon the expanded waters, stretching far into the dim distance, till the gentle swell breaks into foam on the opposite shore of the beautiful Seine; then to the west, till water and sky blend in one indefinable line of misty vapor.

And here in the calm twilight of a summer's eve, as you scan this sheet of water you see it dotted with every description of vessels, waiting for the tide—nestled into groups, and lying as motionless, as the sleeping infant, and at times, wrapped in sheets of livid fire, as the last rays of the setting sun are reflected from the surrounding mirrored waters. O, what an hour, and what a place, while here among the dead, for reflection, prayer and converse with God! How still, how solemn! The mechanic has thrown aside his hammer for the night. The twittering of the swallow has ceased—the hum of a busy population has died away upon the ear—no noise on the land, none on the sea, save perhaps the slow and measured dip of the fisherman's oar, returning weary with the fruits of his precarious and hard day's toil. Then, let us turn from the living world, and for a while, move softly among the silent dead—and behold the end of all flesh! But first, through the Catholic department—and to the stranger, there is here much novelty, to awaken curiosity, but more of superstition, to excite his pity. Sitting upon the heads of almost all the graves are little miniature houses, like dove cots, of every form and description, with glass fronts, filled with all sorts of devices peculiar to their worship. Images of saints and the virgin, candles, beads, crucifixes, &c., and if it be the grave of a child, all kind of trinkets and toys. A great variety is observable, and each one seems fitted up according to the age of the dead, or the taste of the living. Here and there may be seen a perfect mimic church, made entirely of glass, with chancel, altar, chandeliers, confessional boxes, candlesticks, wax candles and pictures, statuary,

drapery and crosses—indeed, every conceivable thing, which the imagination of man has been able to weave into that idolatrous system—added to all this, is a wooden cross, some six feet high, standing at the head of each grave, hung with wreaths of flowers, either natural or artificial, according to the season of the year; and as these graves are very close and compact, and interspersed with running vines, flowers, shrubs, and evergreens, it gives to the whole a very peculiar and unique appearance.

But now let us pass through the little wicket gate into the Protestant ground, and what a contrast! With few exceptions, they are plain undorned graves; each marked by a single post, some three inches square, and four to five feet high, neatly planed and painted black, with its *number* in white figures—so that by reference to the records kept by the sexton, as to name and profession, place and circumstances of death, &c., surviving relatives can not mistake, in case of any change in the subsequent disposal of the body. This Protestant department therefore presents to the eye of the stranger, little more than a dense forest of black posts. But stop, let us pause a moment, look around, look up. The firmament is beginning to hold out her lights, one twinkling brilliant after another peers through the azure heights; and now the broad face of a full orb'd moon is coming laughing over the hills, throwing her pale beams askance upon a slab of snow-white marble, lying horizontally upon stone pillars—some five feet in length and two and a-half in breadth—in the very heart and center of this forest of black posts. The stranger is attracted to the spot, and by the soft light of the moon, reads this brief but affecting and impressive memoir:

Alonzo C. Marshall, only child of Frederick H. & Anna R. Marshall, of Easton, Washington Co., N. Y., who was instantly killed, by falling from aloft on board the ship Louisiana, from New Orleans to Havre; on the 18th of December 1855—aged 22 years, 9 months, and 3 days.

The stranger now withdraws him-

self slowly and pensively from these sad yet attractive grounds, reflecting upon the uncertainty of life, and of all earthly good; and we would fain hope, with a heart softened and a conscience quickened, by this hour's silent converse with the dead. It is just one year to-day, since I stood over the open grave of this young man, to address the living—masters, officers and sailors—who had followed his remains to his narrow house, and to offer up prayers for them, and the distant parents, who as yet were unconscious of this awful visitation, that had left them childless, and their house desolate. An earlier notice of this sad event would have been given, but for the belief, that I should receive some communication, relative to the final disposal of the body. And on the 24th September last, Captain Abeel and lady, relatives of the deceased, arrived from Liverpool, to enquire into the expediency of removing the remains to the U. S., but after much reflection and consultation—and ascertaining the difficulties attending it—it was determined, to erect the monument described above, and accordingly they placed in my hands, the funds to do it. That monument being now completed in accordance to their wishes, I have thought it due to the afflicted parents, and surviving relatives to give this detailed account of it. I may add that he was no common sailor, but had risen as first officer, and was expecting the next voyage to command a ship. His death was sudden, and he died respected and beloved by all who knew him. Let every sailor and every American that comes to Havre, visit the grave of ALONZO C. MARSHALL—read the simple record of his death, drop a tear for the heart stricken parents, and then retire reflecting upon the solemn truth, "*It is appointed unto all men once to die, and after death the judgment.*" Therefore, "*be ye also ready, for in such an hour as you think not, the Son of man cometh.*"

E. N. SAWTELL.

P. S.—In this cold, selfish, money-loving world, it is pleasant to feel occasionally the warm beatings of a generous heart. Such an one I have just felt, though but recently we were strangers. A. G. Smith, Esq., Com-

mission merchant in this city, highly esteemed and well known to many Americans in Paris, has not only aided me, in supplying the necessities of the poor, the sick and the afflicted, from his own purse, but on my return from London, and incidentally learning the object of my visit to that metropolis, and the embarrassed state of our finances, he at once, of his own accord, and with his own hand, wrote to a few of his business friends in Paris—American—and promptly received from Messrs. Wood, Curtis, and Wainwright 260 francs, which afforded great relief, and which you will find acknowledged in my financial report. But what renders this act of kindness and benevolence peculiarly conspicuous and beautiful is, that Mr. Smith and family are members of the English congregation, and regularly attend that Church. The Lord reward and bless him abundantly, and those also who so nobly responded to his call, is the prayer of
E. N. S.

For the Sailors' Magazine.

THE PEARL.

BY REV. EDWARD HOPPER.

Ye, who in ships go down unto the seas,

And business do upon the mighty deep;
Viewing its wonders and its mysteries,
While Ocean's weaving field ye plough
and reap.

Rich treasures ye bring home and precious gems.

Rare gifts of many a distant ocean's isle,

To deck fair brows, and princely diadems,
And rear the merchants' stately palace pile.

But not so rich a treasure can ye find,
Plough as you may your treasure-hiding field,

Bring from its jeweled depths each rarest kind,

Glean all the pearly grain its harvests yield:—

So rich a gem is not in all the seas

As that where Heaven's own wealth
and beauty blend,

The "PEARL OF PRICE," which Christ doth
freely place

Upon the bosom of his humblest friend.

Sag Harbor, March, 1857.

LETTER FROM A FINNISH SAILOR.

Few forms of Christian effort, we are persuaded, are more comprehensive in their reach than labors for seamen. They extend literally to "every nation under heaven," and with the same blessed results to all. Our sea-ports are visited by sailors from every civilized land, and met here by the saving truths of a pure Christianity they return in numerous instances to be devoted missionaries of the cross, where no other access to evangelical labors is possible. It is cheering to reflect in how many cases the good seed is thus scattered into the broad field of the world to yield in due time, we doubt not, its precious harvest.

We give the letter of a sailor from Finland who, with his brother, was hopefully converted during a brief visit to this port through the labors of our Norwegian Missionary, Rev. O. Helland. This sailor is the grandson of an Archbishop of that country, and hopes on his return to do something to spread a knowledge of spiritual Christianity among his fellow countrymen. It will interest some of our young readers to see it as written literatim. They will remember that the sounds of the English letters e, i, w, are represented in the northern languages of Europe by a, e, and v.

"NEW ORLEANS, Dec. 17.

"DEAR AND ESTEEMED FRIEND:

"To you, sir, and to Rev. Mr. Jones I owe a debt of eternal gratitude, which I never can be able to repay. You have been the means through which God has been pleased to work my deliverance from the state of spiritual death. It was to your preaching, and the spirit of grace working internally for my conviction, that I owe this present happiness of my soul. The books that you have given me have really been a great blessing to me, and I hope that there will be one more immortal spirit that through your instrumentality will walk the golden streets of

Neu Jerusalem, among the saints and Engels, klothed in light.

Dear brother in Crist pray for me that strength may be given me from above to continue firm in the god cause, that temptesion may be vitstod vith God's help and blessing. Pray for them that bi sick in hospitals, and for them that in the dark and stormy nights are out on yardarms halling out irrings of the vet and hevy sail.

I humbly beg, sir, if I am not to presumtive that you vill vrite to me on the ricit of this letter, such advice and instruction as you may dem necessary.

Vith sincere feelings of gratitude and respect, I am your most obedient and humble servant,

ALEXANDER M. TINGSTROM.

For the Sailors Magazine.

THE EARNEST CAPTAIN.

How delightful it is to get hold of an earnest man! It is an old proverb "that whatever is worth doing is worth doing well." True, and a proverb which is well carried out by many persons in many things, except the thing of *greatest importance*.

They will be earnest and do well in business, but the soul, O the soul! they seem to think earnestness and well doing in its care is out of place. Hence earnestness in this greatest matter, is particularly refreshing.

Such a spirit, a Captain manifested in this port a few days ago. He was at the Mariner's Church on the Sabbath. I noticed him as being very attentive. I spoke with him—also an earnest member of my Church, spoke with him. On Tuesday evening he was there again. On Wednesday the member above spoken of saw him on the wharf, and had some conversation with him on his soul's salvation. After they separated the Captain went right down on the wharf, got in among some freight and rubbish, out of sight, and there amidst the din and confusion of carts, drays, &c., he prayed and prayed, and there he says, "I received the blessing."

Now this is what I call being in earnest.

Truly God is every where. O bless his holy name!

Another Captain who was also with us on last Sabbath was deeply stirred up. He came to me on Tuesday with the tears in his eyes, saying "I mean to live a new life—I mean to try to live a Christian life—I want to start out at once to do good; for this purpose I have been buying some good books, and I was told that you would give me some tracts and books." Which of course I did, asking the Divine blessing upon the Captain, that he may do good. Who will replenish my stock? Who will help to hasten on the time when all captains shall be men fearing God and doing good?

J. B. R.

Philadelphia, March 28, 1857.

TEMPEST AND STORM—UNKNOWN HEROES.

(From the N. Y. Independent.)

The British Channel has been swept by gales of unusual violence, and the shores strewed with wrecks. The loss of property and of life has been very great. These calamities have called forth acts of heroic courage—calm self-sacrificing courage—beyond that displayed under the roar of artillery in the imminent deadly breach. There are no "Own Correspondents" to describe to the world these acts of heroism, performed by unnamed men in obscure fishing villages and small seaports. It is computed that at least one hundred lives have been saved by the extraordinary exertions of the brave and devoted men who have manned the life-boats in the face of the most appalling dangers. One case has had not unfitting record, and has excited much feeling, especially among American citizens in England. Mr. John Lang, of Broadstairs, an eyewitness, communicates it to *The Times*. He thus describes the circumstance of the crew of the Northern Belle, an American ship, which was driven on the rocks beneath the cliff of Kingsgate by the fury of the gale:

"At between six and seven o'clock on Tuesday morning, an awful sight was revealed to those on the cliffs and the beach. With the naked eye we could discern twenty-three men lashed to the rigging of the only mast left standing. What these poor creatures must have suffered during the

night the reader may readily imagine. At half-past seven A. M., the life-boat, the Mary White, was manned. Ten brave men pulled through a boiling surf and raging sea, which several times hid them from our sight, and filled us with alarm for their safety. When seven out of the twenty-three men upon the wreck had been got into the life-boat it was found necessary to cut her adrift and disentangle her from the ship. With these seven men the boat returned to the shore amid the cheers of the many persons assembled on the beach. A second life-boat, which had also been wheeled from Broadstairs, to be ready in the event of the first life-boat being lost, was now launched and went off to the wreck. She succeeded in bringing away fourteen. The two remaining were the captain and pilot, who had been taken in at Dover. *The former declared that he would rather die than leave his vessel, and the latter expressed a desire to remain and perish in the old man's company.* After an hour and a half had elapsed the life-boat, for the third time, left the shore, in order to persuade these two men to save their lives. After much difficulty the crew of the boat succeeded in inducing them to come off the rigging and to go to land. To describe the scene on the beach when it was known that all hands had been saved is beyond my power. A more affecting scene was seldom witnessed. There were tears of gratitude shed by the Americans, tears of joy and of pride by the Broadstairs boatmen. Benumbed as the shipwrecked men were they could scarcely partake of the refreshment which was provided for them in the little warm parlor of 'The Captain Digby,' the solitary inn which stands upon the cliff at Kingsgate. There is a little episode connected with the saving of these men's lives which I am tempted to chronicle: At three o'clock P.M. this day (Tuesday) the Mary White was dragged upon her truck by three horses into Broadstairs. In the boat sat her gallant crew. Tied to an American oar was the American standard, which was so recently hoisted as a signal of distress. The tattered flag fluttered over the broken bows of the Mary

White. It was thus that the boat passed through the streets of Broadstairs, amid the joyous shouts of the inhabitants of the town."

Mr. Lang gives the names of the brave fellows, and adds: "These men were not laboring under any species of excitement when they engaged in their perilous duty which they performed so nobly and so well. Under the impression that these men would never return—the impression of all who witnessed their departure from the shore—I watched their countenances closely. There was nothing approaching bravado in their demeanor—nothing to give a spectator an idea that they were about to engage in a matter of life or death to themselves and the crew of the ship clinging to the fore-rigging of the Northern Belle. They had no hope of 'decoration' or of pecuniary reward when, with the coolness of manner and calmness of mind which contrasted strongly with the energy of their movements, they 'stripped to their shirts' and bounded into the Mary White and Culmer White to storm batteries of billows far more appalling to the human mind than batteries surrounded by cannon and bristling with bayonets. There could be no question about the heroism of these men."

Nearly all of the brave men who risked their lives to save those of the American seamen are married men with large families of small children, and there is not a man among them who has not assisted in saving life, and who has not lost a father, brother, or cousin in the same glorious cause.

And this is but one of the many cases of a similar kind. A subscription has been opened for this crew; Mr. Croskey, the respected United States Consul at Southampton, gives \$250.

The records show the loss of one life-boat crew—that of the Rhyl—after having saved two crews. The Liverpool Dock Committee voted \$2,500 for the relief of the wives and families of the crew, and at the Exchange rooms \$7,000 have been subscribed for the same purpose.

There is another case which stands out as displaying professional devotion. The Ostend and Dover mail-

packet Violet has been lost on the Goodwin Sands every soul perishing without witness. The commander, Captain Lyne, was earnestly entreated not to leave Ostend, but he pleaded the requirements of the Post Office Department, and cast off. Mr. Mortleman, of the Post Office, was in charge of the mails, and by what must have been a dying act the mails were recovered; they were so secured that they must have gone down had they not been brought on deck and cast adrift. By this one calamity, sixteen widows and forty-two children are left unprovided for. While writing this another example of great self-devotion comes under notice. The Victory, a Margate lugger, with a crew of nine, went to the rescue of a distressed ship, and in the sight of hundreds of spectators on the cliff, was overwhelmed by a tremendous sea, and the entire crew perished.

Surely the widows and orphans of sailors should be placed in the care of the state; nor should these great, though humble heroes, remain unwept, unhonored, and unsung. Their spirit is the true life of a nation.

AGRICOLA.

England, Jan. 15, 1857.

BEWARE OF DRIFTING.

Few people form habits of wrong doing deliberately and wilfully; they glide into them by degrees and almost unconsciously, and before they are aware of danger, the habits are confirmed and require resolute and persistent effort to effect a change. "Resist beginnings" was a maxim of the ancients, and should be preserved as a landmark in our day. The Baltimore Sun has a good article on the light beginnings of danger which end in fatal ruin:

It was only the other day that a man fell asleep in his boat on the Niagara river. During his slumber she broke loose from her moorings, and he awoke to find himself shooting down the rapids directly towards the cataract. In vain he shrieked for help, in vain he tried to row against the current; he drifted on, and on, till his light craft upset, when he was borne rapidly to the brink of the abyss, and

leaping up with a wild cry, went over and disappeared for ever.

In the great battle of Gibraltar, when the united fleets of France and Spain attacked the impregnable fortress, one of the gigantic floating batteries broke from her anchorage, and began to drift directly into the hottest of the British fire. The thousand men who formed the crew of the unwieldy mass, vainly strove to arrest its progress or divert it from its path. Every minute it drifted nearer to the English guns, every minute some new part took fire from the red hot shot, every minute another score of its hapless defenders were thus swept like chaff from its decks. The most superhuman efforts failed to prevent its drifting, with its human freight, to inevitable death.

A ship was wrecked at sea. The passengers and crew took refuge on a raft, the boats having been stove in the attempt to launch them. For days and weeks, these unfortunates drifted about without oar or sail, on the hot, broken tropical ocean. At last their provisions failed, and then their water. Still they drifted about, vainly looking for a sail, or hoping for a sight of land. The time had now come when that fearful alternative, became inevitable—death from starvation, or feeding on human flesh—and they were just beginning to cast lots for a victim, when a vessel was seen on the distant horizon. They abandoned their terrible design; the stranger would approach. The ship came towards them. She drew nearer and nearer. They strove to attract her attention by shouts and by raising their clothing; but the indolent look-out saw them not. They shouted louder and louder, still they were not seen. At last the vessel tacked. With frantic terror they rose in one body, shouting and waving their garments. It was in vain. The unconscious ship stood steadily away. Night drew on, and as the darkness fell, the raft drifted and drifted in the other direction, till the last traces of the vessel were lost forever.

So it is in life. The intemperate man, who thinks he, at least, will never die a drunkard, whatever his neighbor may do, only wakes to find

himself drifting down the cataract, and all hope gone. The sensualist, who lives merely for his own gratification, drifts into an emasculated old age, to be tortured with passions he cannot gratify, and perish by merciless, agonizing diseases. The undisciplined, who never learn to control themselves, who are spendthrifts, or passionate, or indolent, or visionary, soon make shipwreck of themselves, and drift about the sea of life, the prey of every wind and current, vainly shrieking for help, till at last they drift away into darkness and death.

Take care that you are not drifting. See that you have fast hold of the helm. The breakers of life for ever roar under the lee, and adverse gales continually blow on the shore. Are you watching how she heads? Do you keep a firm grip of the wheel? If you give way but for one moment, you may drift helplessly into that boiling vortex. Young men take care! It rests with yourself alone, under God, whether you reach port triumphantly, or drift to ruin.

SCENES ON THE OCEAN FLOOR.

Beside the countless varieties of the fucus, the bottom of the sea is overgrown with the curled, deep purple leaves of the sea-lettuce, with large porous lichens, and many branched, hollow algæ, full of life and motion in their rosy little bladders, thickly set with ever-moving tiny arms. These plants form submarine forests, growing one into another, in apparently lawless order; here interlacing their branches, there forming bowers and long avenues; at one time thriving abundantly, till the thicket seems impenetrable, and then again leaving large openings between wold and wold, where smaller plants form a beautiful pink turf. There a thousand hues and tinges shine and glitter in each changing light. In the indulgence of their luxurious growth, the fuci especially seem to gratify every whim and freak. Creeping close to the ground, or sending long-stretched arms crowned with waving plumes, up to the blessed light of heaven, they form pale-green sea-groves, where there is

neither moon nor star, or rise up nearer to the surface, to be transcendently rich and gorgeous in brightest green, gold, and purple. And, through this dream-like scene, playing in all the colors of the rainbow, and deep under the hollow, briny ocean, there sail and chase each other merrily, gaily-painted mollusks, and bright, shining fishes. Snails of every shape creep slowly along the stems, while huge, gray-haired seals hang with their enormous tusks on large, tall trees. There is the gigantic Dugong, the siren of the ancients, the side-long shark with his leaden eyes, the thick-haired sea-leopard, and the sluggish turtle. Look how these strange, ill-shapen forms, which ever keep their dreamless sleep far down in the gloomy deep, stir themselves from time to time! See how they drive each other from their rich pastures; how they seem to awaken in storms, rising like islands from beneath, and snorting through the angry spray! Perhaps they graze peacefully in the unbroken cool of the ocean's deep bed, when lo! a hungry shark comes sliily, silently around that grove; its glassy eyes shine ghost-like with a yellow sheen and seek their prey. The sea-dog first becomes aware of its dreadful enemy, and seeks refuge in the deepest recesses of the fungus forest. In an instant the whole scene changes. The oyster closes its shell with a clap, and throws itself into the deep below; the turtle conceals head and feet under her impenetrable armor, and sinks slowly downward; the playful fish disappear in the branches of the marocystis, lobsters hide under the thick, clumsily-shapen roots, and the young walrus alone turns boldly round, and faces the intruder with his sharp-pointed teeth. The shark seeks to gain his unprotected side. The battle commences; both seek the forest; their fins become entangled in the closely-interwoven branches; at last the more agile shark succeeds in wounding his adversary's side. Despairing of life, the bleeding walrus tries to conceal his last agony in the woods, but, blinded by pain and blood, he fastens himself among the branches, and soon falls an easy prey to the shark, who greedily devours him.—*Putnam's Magazine.*

THE CABIN BOY.

We are gratified with the evidence afforded us that this department of the Magazine is interesting a large number of our youthful readers. Several of them have sent us communications during the last month which are very welcome.

In reply to the inquiry of S. P. W. in the last number, we would say that the different kinds of vessels are distinguished mainly by the number and arrangement of their masts and sails. There are in general two sorts of sails, called "square sails" and "fore and aft sails." The square sail as its name imports is nearly square, and is fastened by its upper edge to the "yard" which is a long slender piece of timber tapering slightly towards both ends, and hung by its center to the mast, cross wise of the vessel. The fore and aft sail is triangular in shape, somewhat like the figure 4, in which the straight part will represent the mast to which the sail is attached by its edge, while the lower edge is stretched to the "boom" whose end rests against the mast.

A *sloop* is a vessel of the smallest kind. It has but one mast, and a fore and aft sail.

A *schooner* has two masts, with fore and aft sails. Sometimes one or two small square sails are also carried on the top of the foremast, in which case she is called a "topsail schooner."

A *brig* has two masts and square sails. There are four on each mast; called respectively, beginning at the lowest, the main, or fore sail, top sail, top gallant sail, and royal, and in large ves-

sels often a fifth, called the sky sail. Forward of the foremast are two small fore and aft sails called the jib and flying jib.

A *ship* has three masts, of which the hindmost is called the mizzen mast, the middle the main mast, and the third the foremast. Its sails are square, except the lowest on the mizzen mast, which is fore and aft, and is called the spanker. It is of the largest class of vessels.

A *bark* has three masts, but only fore and aft sails on the mizzen mast. In size it is commonly intermediate between a ship and brig.

An old salt would doubtless add other particulars to these definitions, but the above will, we think, be sufficient for all practical purposes to our young friends.

APPRENTICES.—We have received two letters from lads making inquiries about the prospects of boys going to sea. One asks whether the merchant or the naval service is to be preferred. The other "whether a lad of fourteen or fifteen years, who has been reared by Christian parents, taught in a Sabbath school, and who feels his lot in life to be a favored one," can enter the navy as an apprentice without degradation, &c. To these we reply briefly.

1. A sailor's life is every where a "dog's life." It is attended with numerous hardships, great exposures to temptation and vice, and great dangers to life and limb, without any superior advantages to counterbalance them.

2. The special objection to service in the Navy is, that there is almost *no chance of promotion*. A "middy" remains substantially a boy till he is gray, he learns little of practical seamanship, and has, without the powerful patronage of friends, but the faintest prospect of making any attainments in rank or resources satisfactory to an honorable ambition.

3. In the merchant service the common sailor may, by energy, rise to a command. But till he does this he must work hard, and fare hard; and when he has attained it he will not ordinarily receive any such compensation as will correspond with the hazards and privations of his calling, or the rewards of equal industry on shore.

We would not decry the profession in either service. Though at present gross abuses exist, yet, in itself, it is a noble one, and has many noble and successful men employed in it. We speak as a father, having sons of our own, and we say, in view of the whole subject, as we should say to them, *don't go to sea if you can do reasonably well on land*.

ENIGMAS.—Quite a number of these have been sent us, more indeed than we have room for at present. In respect to enigmas we would say that we want, first the *names* of the writers, not for publication, but for our own information; and next a complete solution of them, written out to accompany them. We have not time to solve and then to examine them as to their correctness, before publishing. And, as we may not have room for all that are sent us, we shall be obliged to adopt it as a rule to select the one or two which are in all respects, as to regularity, correctness, penmanship, &c., the best.

J. S. M.'s enigma is constructed of

the name and residence of a Life Member of the Society. This is hardly of sufficient public interest for the purpose. These trifles should relate to something known to all our readers, and which, when solved, shall be of interest to all. Her letter is very neat—will she let us hear from her again?

R.—Ct. April 3, 1857.

SIR.—As three or four little girls were lately visiting at the house of their pastor, they framed, for pastime, the following enigma, which, if you please, you may insert in your interesting miscellany.

We have never been "cabin boys," nor ever can be, as you have already perceived. Still we shall feel ourselves happy to be ranked among the class of those "who feel an interest in the sailors, and who would like to do them good."

Yours respectfully,

M. A. & C.

AN ACROSTICAL ENIGMA.

I am composed of 27 letters.

My 1, 5, 7, 15, is a source of wealth.

My 2, 22, 14, was unknown to Adam.

My 3, 10, 27, 15, 7, 24, 4, 18, 7, 23, was the dread of ancient sailors.

My 4, 25, 12, 27, is what sailors love to see.

My 5, 13, 15, was troublesome to Dr. Kane.

My 6, 22, 2, 6, 20, often causes tears.

My 7, 26, 17, 15, is common to every thing

My 8, 20, 7, 15, was an English Queen.

My 9, 6, 18, 1, is what every person desires on land or sea.

My 10, 15, 8, 24, 25, is well known to housewives.

My 11, 15, 25, 15, 27, is a rock.

My 12, 27, 17, 24, is used in writing and war.

My 13, 8, 25, is a common animal.

My 14, 2, 25, 15, is a bird.

My 15, 26, 4, 25, is one of the cardinal points.

My 16, 2, 25, is often given for 25, 12, 16.

My 17, 2, 4, 24 is a title.

My 18, 1, 19, 2, was one of the Kings of Israel.

My 19, 21, 13, 15, is the name of our pastor.

My 20, 8, 21, 7, was a Jewish city.

My 21, 7, 23, is necessary in walking.

My 22, 15, 25, is cast into the sea.

My 23, 5, 7, is the sailor's bane.

My 24, 5, 22, 14, is often the fate of vessels.

My 25, 15, 8, is a pleasant beverage.

My 26, 4, 3, was a royal animal.

My 27, 6, 3, 15, is a fragrant flower.

My whole is a noted vessel.

M. A. & C.

MISCELLANEOUS ENIGMA.

I consist of 14 letters.

My 4, 7, 12, 10, 1, 4, are much used by boys in winter.

My 9, 6, 3, 2, 4, are indispensable in building.

My 11, 13, 14, 8, is a part of the body.

My 5, 1, 9, is a well known bird.

My 7, 3, 2, 13, is used for making bricks.

My whole is the name of a distinguished naval commander and discoverer.

E. S. F.

Several of our young correspondents express much interest in the sailor, and desire to promote his welfare. Would they like to know how they can *do* something for this purpose? We answer by aiding the circulation of the Magazine. The more people read about the sailors and their wants, the more interest they will feel for them, and the more they will contribute to do them good. Any person, who will send us two new subscribers with \$2, shall have a third copy gratis for one year.

The following story will, perhaps, suggest to some also another way in which they may be enabled to aid in helping the sailor:

"MISSIONARY BEDS."

"It is almost time for us to be thinking of our missionary beds," said a little girl to her brother, turning from the open window, into which the bright sun was cheerily shining.

"I am thinking so too," he answered, not looking off his work; for he was busy trying to mend a little hoe.

"Missionary beds; what were these? Feather-beds? Straw-beds? Mattresses?" So thought a gentleman who sat in the room reading a newspaper, and yet heard what the children said. "Missionary beds?" At last he asked the children what they meant.

"Why, garden beds," briskly answered the boy, dropping the hoe and looking earnestly up. "My father gives us children a bed in the garden to plant and take care of, and do *everything ourselves*. Then we sell what grows, and so earn our missionary money. My bed is asparagus; and my father and uncle John bought it all. Jane's is a bed of herbs; and last year she sold almost all her sage to the apothecary. We like to be gardeners first rate. Mother was afraid that we should not hold out, but we *did*; for we like to be doing what is *really something*."

The American Flag.

It is indeed strange that the people of these United States understand so little of the proper form, proportion, size, number of stripes even, of their own national flag, the glorious "Star Spangled Banner." The standard of the army is fixed at six feet six inches by four feet four inches; the number of stripes is thirteen, viz:—seven red and six white. It will be perceived that the flag is just one-half longer than it is broad, and that its proportions are perfect when properly carried out. The first stripe at the top is red, the next white, and so down alternately, which makes the last red. The blue "field" for the stars is the with and square of the first stripes, viz:—four red and three white. These stripes extend from one side of the "field" to the extremity of the flag. The next stripe is white extending the entire length of it, and directly under the field, in strong and pleasant relief, then follow the remaining stripes alternately. The number of stars on the field is now thirty-one, and the army and navy immediately add another star on the admission of a new State into our glorious Union.

NAVAL JOURNAL.

Disasters for the Month.

STEAMER.

March 25. Isaac Newton sunk between Caldwell's and Stony Point in Hudson River.

SHIPS.

Jan. 13. Golden Racer, Wilson, wrecked in the river Min, China, value \$65,000.

March 17. Sea, from New Orleans to Liverpool, ashore at Whitehaven, England, with 2,222 bales of cotton, 807 tons. Value of vessel, \$20,000.

April 8. New Hampshire, from Glasgow to New York, ashore on Jones' Beach, 595 tons; value of vessel \$15,000.

— Pennsylvania, from New Orleans to Havre, totally lost on Salt Key Bank; crew saved; 890 tons; value \$215,000.

— Ocean Spray, from London to Beypore, sprung a leak and driven ashore on the Peros Banhos Islands; Crew saved, 1080 tons; value \$46,000.

BARKS.

Jan. 16. E. B. Horn, sailed from Boston for Mobile; missing; 492 tons; value of vessel \$28,000.

Jan. 22. Emily, of Baltimore, capsized in the River Plate; value of vessel \$15,000.

March 5. Bangor, Ingles, from Matanzas to N. Y., abandoned at sea; captain and crew brought to N. Y.; 245 tons; value of vessel \$2,500.

March 5. Ellen A. Parsons, from Palermo to New Orleans, totally lost on Cape Palos; value of vessel \$12,000.

March 12. Kate and Alice, from Bremen to Havana; totally lost on Woolpatch Sands off White Stable; crew and portion of cargo landed; 305 tons; value of vessel and freight \$12,000.

March 19. Tasmania, from Liverpool to Portland; ashore at Cape Elizabeth; total loss; crew saved; 385 tons; value of vessel \$20,000.

— Arthur, Robinson, from N. Y. to Cadiz, abandoned at sea; crew saved; 269 tons; value \$28,000.

— Girard, from Boston to Mobile; lost on the Riding Rocks; captain and crew saved; 196 tons; value of vessel \$5,000.

— Mazeppa, from Buenos Ayres to Falmouth, (England,) wrecked at B. A.; 230 tons; value \$6,500.

BRIGS.

Jan. 26. Maria Harley, of Portland abandoned at sea.

March 17. Curlew, (British,) ashore near St. John, N. B., in a snow storm; crew saved.

March 17. Sarah, (British,) from Turks Island to Halifax; wrecked in the Gulf Stream; crew rescued and brought to New York.

March 28. H. Marshall, from Baltimore to Charleston ashore off Cape Hatteras bilged; captain and crew saved; 152 tons; value of vessel \$5,000.

— Edward from Cardenas to Baltimore; totally lost off Cape Hatteras; 190 tons; value \$56,000

— Wm. T. Dugan, Thomas, lost at Port-au-Prince; 144 tons; value \$21,000.

— Free State, from N. Y., to Lisbon; missing; 297 tons value \$36,400.

— J. B. Coffin, of Machias wrecked at Mayaguna; 159 tons; value \$10,000.

SCHOONERS.

Dec 17. Lydia A. Sharp, from Alexandria to Fall River; missing.

Jan. 12. W. A. Spofford, Tucker, sailed from New York for Florida, missing; 172 tons; value of vessel \$8,000.

Feb. 18. John Alfred, Bourne, from Philadelphia; missing.

Feb. 21. Tempest for Corpus Christi, totally lost in Matagorda Bay.

Feb. 28. M. Clinton, Veal, left Philadelphia; missing.

March 1. New York, Bingham, from Richmond to New York; missing; value \$60,000.

March 2. Presto, (British,) from Halifax to Boston; lost, with cargo, at Vinal Haven, Me.

March 6. Wm. F. Catterfield, Tubbs, from Norfolk to Charleston; sunk at sea; 131 tons; value \$8,700.

March 9. Mary Isabella, from Baltimore to Wilmington, N. C., ashore near the inlet; vessel breaking up, and cargo washing upon the beach; 84 tons; value of vessel \$1,500.

March 10. Brilliant, from Richmond to Charleston, sprung a leak and ran ashore near Little River; 90 tons; value \$2,000.

March 12. Marcia from N. Y. to Boston, struck on Watch Hill Reef; crew saved; 158 tons; value \$6,800.

March 14. Traveler, Post, from Mobile to Honduras; wrecked off Cape Antonio; crew arrived in Mobile; vessel and cargo total loss.

March 18. Wide Awake, from N. York to Cape Henry; wrecked on Ragged Shoals.

—— Ottoman, wrecked at Owl's Head; 162 tons; value \$6,000.

—— Jarvis Lyon abandoned at sea; 166 tons; value of vessel \$3,000.

—— Emily, from Charleston to Beaufort, N. C.; abandoned at sea; 87 tons value of vessel \$3,000.

—— Invoice, of Harwich, ashore on Long Island; 120 tons; value of vessel \$3,000.

—— Harriet Louisa, Miller, of Bridgeport; sunk off the Jersey Highlands; value \$3,000.

SUMMARY.

Steamer	1	Agg. Value	\$300,000
Ships	5	"	361,000
Barks	9	"	129,000
Brigs	8	"	205,440
Schooners	18	"	171,808
Total	41		1,167,248

The value of 30 only reported, the rest estimated at same average.

Deaths of Seamen.

In the New York Hospital from Jan. to March 21st, 1857:

	Nativity.	Agd.	Date
Thomas Betts	Virginia,	18 years,	Jan 10.
John Collins	Ireland	13 do.	do. 15.
James Kane	N. York,	27 do.	do. 25.
Frank Freeman	Penn.,	23 do.	Feb 2.
John Fagan	Ireland,	27 do.	do. 4.
John Leonard	N. York,	22 do.	do. 8.
John Donvil	Ireland,	23 do.	do. 21.
Saml. McMeiken	Ireland,	30 do.	do. 28.
William Smith	Ireland,	20 do.	March 27.
William McDowell	Ireland.	24 do.	do. 27.

IN THE PACIFIC OCEAN.

Drowned, at Bonin Island, April 5th, William Hall, of New Jersey. He left the ship "Martha." He was drowned by the upsetting of a canoe along side of the whale ship "Mt. Vernon." This report is made by Capt. Nye of the "Mt. Vernon."

Drowned, Sept. 26th, in Ochotsk Sea, Mercury Bay, Silas C. Wright and Stephen Wright. These unfortunate young men were cousins, belonging to some part of

New Hampshire; they were known on shipboard as Harry and Silas Stevens; they came out in the ship "Endeavor." The circumstances of their loss were communicated by Mr. La Blache, who headed the boat when she was stove by a whale and the young men drowned.

Lost overboard and drowned, Dec. 5, 1855, John Moore, belonging to Baden, in Germany. He was much respected by master and crew of the "Arab." [Com. by Captain Grinnell.]

Died, July 10th, George Beldas, belonging to Callao, Peru. He was a seaman on board bark N. S. Perkins.

Killed or drowned, by being taken out of a boat, 7th of May, Charles Wilbramer, belonging to Montreal, Canada.

Killed by a whale, August 1, John McGra, of ship Nauticon. Philadelphia papers please copy.

Sept. 10. in Ochotsk sea, on board the ship John Howland, John Adams, a native of the S. Islands.

In Lahaina, of paralysis, Captain Charles Peterson, formerly of London, Eng., aged about 60 years.

Died in Honolulu, Friday, Nov. 14, Mr. George Graham, a native of London, England.

Died at the U. S. Hospital, Nov. 14, Mr. John C. Payne, a native of Sag Harbor, where he leaves a widowed mother to mourn the loss of an only son. He belonged to the "Black Eagle."

On board of the bark Oscar, in the Ochotsk Sea, June 7th, James Dolen, aged about 30, a native of St. John's, Province of N. B., boatsteerer. July 18, Anton Manuel, a native of Pico, Western Islands, aged about 25; leaves a wife to mourn his loss. July 31, Onedoa Manitia, aged about 30, a native of Mangier.

Fell from the fore topsail yard of the ship Onward, and instantly killed, Joseph Almond, a native of the Cape de Verde Islands. Nov. 5, at sea, of consumption, "Jim Crow," a native of Tahiti. Also, on same day, Isaac Lewis, a native of the island of Maui, S. I.

Drowned in Ochotsk Sea, June 11, Edward W. Smith, boatsteerer of ship Barnstable, belonging to Morristown, N. J. [Communicated by Captain.]

Feb. 12, of consumption, at the hospital, Hilo, William Robinson, late third mate of the American whaling ship Arnolda of New Bedford, A. S. Sarvent, master. He was a mulatto, about 44 years of age, born at Philadelphia, but had sailed for a number of years out of the port of New Bedford.

At U. S. Hospital in Honolulu, Jan. 23, James Low a seaman discharged

from Pampero. He belonged to Gloucester, Mass.

At Koloa, January 3d, Mr. Agar, T. Shute, aged 56 years. The deceased was from Bridgeport Conn.

Purser Thomas P. McM. Blair died on board the steam frigate Merrimac, in the gulf of Mexico, and was buried at Santa Cruz with military honors.

James Carman, late seaman in the U. S. Navy, while laboring under delirium tremens from the effects of intemperance committed suicide.

Gilbert Byrnes of Waldoboro, Me., fell from the fore rigging of brig Trindelen, on her voyage from Guayama, P. R., and was lost. April 6.

Joseph Whelan, seaman, fell from the maintopsail of ship J. D. Westervelt, coming from Liverpool and was drowned.

William Stevens died in convulsions on ship Great Republic, Dec. 13. He was a naturalized American seaman formerly from Wales.

John Nicholson, seaman of New York, fell from the upper foretopsail yard of ship Great Republic, while securing the topgallant studding sail boom, and died in a few hours from the injuries; the distance he fell was 80 feet.

Two men of the schooner Emily, from Charleston to Bedford, drowned Jan. 18.

Four seamen of the brig Edward lost off Cape Hatteras, perished.

Master of the British brig Range, from Pernambuco to ——— lost.

Master and two of crew of schr. Mechanic lost near New South Wales.

Second mate, and cook and two seamen of brig Winona died at Aux Cayes of S. Domingo fever.

Captain Hulse, of schr. Theodore Raymond, washed overboard on the Bahama Banks.

One man lost overboard from W. Indian Chief, from N. London to the Indian Ocean.

Fifteen lives reported lost by wrecks at Chicago, April 1.

NOTICES TO MARINERS.

MAINE. 1. The Light House on *Pier Head*, at the mouth of Kennebunk River, was lighted Jan. 1. A fixed red light 21 feet above high water. Should not be mistaken for Goat Island Light 2 miles N., which is white.

2. The Light House on Southern point of *Mark Island*, in Winter Harbor, Frenchman's Bay, was lighted Jan. 1. A fixed white light, 37 feet above high water.

3. The Light House on *Big Island*, in the St. Croix River, was lighted Feb. 2. A fixed white light of the natural color, 71 feet above high water. Lat. $45^{\circ} 06'$, $36''$. Long. $67^{\circ} 08'$, $30''$ W. of Greenwich.

3. The interval between the flashes in *Moose Peak Light* is changed from two minutes to 30 seconds—making it a revolving light with such in-

tervals. The time of revolution of the *Manheigin Light* is altered from two to one minute, and the red flash discontinued. These changes are adopted to prevent mistaking one light for the other.

4. The Light House erected on *Fly's or Green Island*, near the east end of Edgemoggin Reach was lighted Feb. 2. A fixed white light of the natural color, 26 feet above high water. Lat. $44^{\circ} 14'$ N. Long. $68^{\circ} 31'$, $30''$ W.

NEW YORK.—The buoys marking the shoals and dangers in *Fisher's Island Sound*, and the approaches to and in the harbor of *New London* have been replaced in their proper positions.

All the positions of the spindles swept away by the ice in *Fisher's Island Sound* have been marked with spar buoys, with the exception of *Lati-mer's reef*, where an iron can buoy, painted with red and black horizontal stripes, has been placed.

FLORIDA.—A platform and quarters for a working party have been erected on the *Florida Reef*, about forty-five miles to the eastward of Sand Key Light House.

These works have been erected for the purpose of constructing a first order Light House tower, and will remain until the structure has progressed so far that they can be dispensed with.

The quarters are about twenty-five feet above the surface of the water, and should be visible in good weather ten nautical miles.

TEXAS.—*Galveston Bar Beacon.* An iron screw pile foundation, 3 piles at the angles of a triangle, 11 feet on the sides. These piles support a skeleton pyramid surmounted by an iron ball 8 feet diameter, 30 feet above sea level; the whole painted red. Light House bears (magnetic) N. 49° W.; Catholic Church (magnetic) S. 65° W. The beacon stands in 10 feet water, mean tide. In running down the coast with t bearing to northward of west, will carry clear of North breaker.

A Buoy, painted black, has been placed inside the bar of *Cylinder channel*, Galveston Bay entrance, in two fathoms water, the light-vessel bearing from it W. by N. Coming into this channel from the outside, keep the buoy on with the light-vessel and run over on that range; pass the buoy on the starboard side and run for the light-vessel.

A Buoy, painted with black and white vertical stripes, has been placed outside of *Sabine Bar*, in 10 feet water, the light house bearing from it N. W. by N. To cross, steer from the buoy N. W., passing Louisiana point, 300 yards on the starboard hand.

A Buoy, painted with black and white vertical stripes, has been placed outside of *Pass Cavallo Bar*, in $4\frac{1}{2}$ fathoms water. The light house bears from it N. W. by W., and with the inner and outer buoys form a range.

CALIFORNIA. 1. The Light House on the North Sands at the entrance of *Humboldt Bay*, was illuminated Dec. 20. It is $\frac{1}{2}$ of a mile from the Inlet, and about midway between the bay and sea shores. Light 53 feet above water. Lat. $40^{\circ} 46'$, $04''$ N. Long. $124^{\circ} 12'$, $21''$ W. Mag. var. 17° , $04'$, E.

2. The Light House on the seaward extremity of the *Island Point*, near Crescent City, was illuminated Dec. 10. A fixed white Fresnel light varied by flashes, 80 feet above the sea. Lat. $41^{\circ} 44'$, $34''$ N. Long. $124^{\circ} 11'$, $22''$ W. Mag. var. 17° , $45'$ E.

3. The Light House 2 miles S. E. of the landing at *Santa Barbara* was illuminated Dec. 1. A fixed red light 4th order of Fresnel, 180 feet above the water. Lat. $34^{\circ} 23'$, $35''$ N. Long. $119^{\circ} 42'$, $05''$ W. Mag. var. 13° , $30'$ E.

BRAZIL.—A light has been established on the western point of the hill which overhangs the city of *Mucio*, capital of the province of Alagoas. Lat. $9^{\circ} 39'$, $18''$ S. Long. $35^{\circ} 41'$, $24''$ west of Greenwich. The light is intermittent, with a flash every second minute. It shows a steady light of the natural color for 70 seconds; it is then eclipsed for 16 seconds; then a bright flash for 12 seconds; another eclipse for 22 seconds; and then again the steady light; thus completing its phases in an interval of 2 minutes.

NEW-YORK, MAY, 1857.

ST. JOHN, N. B.

Letter from E. N. Harris, Chaplain.

ST. JOHN, N. B.,
March 20, 1857.

DEAR SECRETARIES :

In taking my pen to address you for the last time, prior to the approaching anniversary of the A. S. F. Society, I would first give thanks to our Heavenly father for preserving us alive, amid the ravages of death, and for his gracious manifestations to our Bethel gatherings, which have been regularly observed twice a week, aside from two services on the Lord's days. We often feel that the very best and most profitable meeting of the week is our prayer and conference meeting on Sunday, at 2 o'clock, P. M. It is almost invariably aided by pious seamen, whose prayers and addresses are alike instructive and thrilling, and sometimes encroach (though we like such encroachment) on the preaching service at 3 o'clock, P. M. You have kindly noticed our Sunday school, which was formed in June last, and which has greatly increased, both in numbers and interest. The Mission House back of the city (to which some of the sailors resort) and "Bond's Bethel" at Land Point, are supplied each with one preaching service every Sabbath, and also with Sunday schools. The ministers (Rev. J. McInis and Jarvis Ring) who supply these places are Baptists. They are supported in part by a juvenile missionary society, and by other friends. This will account, in part, for our still being dependent on foreign aid to sustain the main point, viz., the

Mission Hall, which is the principal place of resort, and which is in immediate connection with the Seamen's Home. But at this central spot we are still laboring under great disadvantages for the want of a chapel of capacity to accommodate the people who would gladly come to hear of Christ and the way to heaven. The number of seamen in attendance the past year has been *much greater than during any previous year.*

We are glad to state that arrangements have been made this week, and contracts entered into, which will secure increased success from the first of May next, when Mr. Edmon Flaglow is to resume the charge of the Seamen's Home.

TRIALS.

The sailor's cause at this out port reminds one of a winter's voyage at sea. Leaving port with a fair wind, almost a gale, and dashing on over the proud waves at sixteen knots per hour, the expectations of all on board are that we are quite sure, *almost certain* of entering the desired haven without the loss of a man or a spar, as the highlands are full in view. But all of a sudden our noble ship is met by a head wind—dark, wild, and portentous clouds hasten over and around us, hail, like grape shot, fall thick and fast, and before sail can be taken in, the ship is knocked down by a fearful tornado—a mountain sea breaks over her and sweeps the decks from stem to stern. It so happened in this case, that the deck load consisted of a stock placed on board by merchants whose sole object was

money-making, instead of sailor-redemption, and hence we shall not mourn very deeply, especially as the ship has righted uninjured, with a good reform cargo below decks.

It will not answer to give up the ship! We dare not for many important reasons, two of which I will join and trespass no longer.

First.—It would dishearten good men in various parts from putting forth efforts commensurate with the God-like work of saving souls from the ruin, in time and eternity, that awaits the neglected and uncared for sailor; and *Second.* It would produce a jubilee (if such a thing can be) in hell, that would be responded to by every sailor cannibal on earth who might chance to hear of it.

Yours in Christian affection,
E. N. HARRIS, Chaplain.

HAVRE.

Letter from Rev. E. N. Sawtell, Chaplain.

[A most interesting and important portion of a chaplain's duty abroad is that of visiting the sick in the hospitals. Very many of our seamen are inmates in them, and many die there. To bring the instructions and consolations of the gospel to these men, to read to them, pray with them, and commend their departing spirits to Christ is a labor of love of untold value. Such labor should commend the seamen's cause to all the congregations of our land, among whom are many family circles whose loved ones receive these precious ministrations abroad, where but for the seaman's chaplain they would find no friend.

It is sometimes said that our chaplains abroad accomplish but little for the sailor,—that because they preach often to small congregations on the Sabbath their influence for good is very circumscribed. Reports to this effect are often brought home by

captains and others who casually visit our foreign stations, and who judge solely from what they see during their brief stay. Nothing can be more erroneous than such inferences. Let the letters of Messrs. Sawtell and Mayers, here given, be attentively considered, and it will be seen that they are not only doing a blessed work for seamen in their respective ports, but sending out influences for good that reach the world over. When shall the A. S. F. Soc. be enabled to establish similar centers of influence in all the principal ports to which our seamen resort?]

HAVRE March 9, 1857.

VISITS AT THE HOSPITAL.

I have at this moment returned from the hospital, and though worn down with incessant toil, I must drop you a line before I sleep, as the steamer leaves for New York to-morrow. The listening to the complaints and sorrows of the sick—the groans and agonies of the dying—the bending over their silent graves, when the spirit has fled are duties of such daily occurrence as to be quite consuming, both to time and to the nerves. And when I lay my aching head upon my pillow at night, to rest my weary limbs, and cool my fevered brain, I involuntarily exclaim—"O, what terrible havoc has sin made in this world, how has it marred and mutilated God's heavenly works!" I had a most solemn and affecting interview to-day with some half dozen poor fellows that can not live long—some of them, probably, but a few hours. One, in the last stage of consumption, Matthias Gale, from Little Egg Harbor—too far gone to speak, but listened patiently and feelingly to all I said. Another, quite a youth, who had been stabbed in a row, may recover, though life is hanging on a thread.

Still another youth, only 14 years of age, from Portsmouth, N.H., a very bad case of scrofula, whose name is Lyons, very anxious and tender in his feelings, was brought up, he says, to attend "meeting," was a member of a Sabbath school, hence there is a conscience to work upon. Also an old colored man, a very doubtful critical case of inflammation in the chest, is an old sailor, can read and has some religious knowledge.

All these persons seemed more or less impressed with the importance, yea, the necessity of a preparation for the momentous change that awaits them. I endeavored to be faithful as one who must give an account, and to hold up Christ and him crucified, "as the way, the truth and the life." From these I turned to an old man lying in a cot near by, whom I discovered to be a Frenchman, and noticing that he listened with eager attention, I asked him if he had understood me? "O, yes, said he, but I am a Catholic." "No matter for that, said I, we are all the same poor, miserable, helpless sinners, and if ever saved, whether Catholic or Protestant, we must be saved through the merits of the same crucified Saviour." He crossed himself and nodded assent. After addressing a few solemn words to the convalescent, seated around the stove, and just as I was taking leave, I cast my eyes once more upon that poor old Catholic, and tears were trickling down his cheeks. O, thought I, how much they need to hear more of Christ and less of the Virgin Mary! and I sometimes allow myself to hope, that a bow drawn at a venture sends an arrow that is fastened in a sure place.

THIRTY-NINE YEARS WITHOUT A BIBLE!

A few weeks ago I had a very interesting case of an old Norwegian, Samuel Brown by name, lying upon

the same cot where I found this Catholic. He had followed the sea 39 years, and had been round and round the world again and again. In my first interview, when I began to talk of the Bible, and "the great salvation," he seemed to awake as from a dream, and wept like a child. "O," said he, that brings to my mind my dear mother, and the days of my childhood, when I knew all about that book—for my mother taught me—but I have forgotten all I have known, for I have not seen a Bible since I went to sea." O, thought I, what a comment upon sea-faring life! 39 years without a Bible!! Surely the sea must have a literature peculiar to itself. But, before this old sailor was well enough to leave the hospital, I trust he became so hungry for the bread of life, that he will never sail again without his Bible.

FATAL CASUALTY.

A week ago last Friday, just as I was preparing to leave the house, to attend a meeting at the chapel, preparatory to the administration of the Lord's Supper, I was called upon to bury one of the officers of the ship Alleghanian, who had fallen the day before from the yardarm upon an anchor lying upon the forecastle. Though he lived some twelve hours he was never conscious from the moment he struck. So uncertain is life, and so important is it to live in a constant preparation for death. On my visits to the ship I learned that his name was Robert Gale, from Connecticut, but they could not tell me what town; that he had a wife and mother living, but that he had not seen them for a long time, the ship having been engaged by the French Government in voyages to the Crimea.

Tuesday morning 10.—Poor Matthias Gale died in about two hours after

ter I left him yesterday. The others still live. Our two last communion seasons have been of more than usual interest. My hopes and my fears alternately prevail, and, at times, I hardly know which are the strongest. It is a hard field to cultivate, and much faith, patience, and prayer are needed to cultivate it aright.

O Lord increase our faith, is the daily prayer of yours truly,

E. N. SAWTELL.

MARSEILLES.

Letter from Rev. M. J. Mayers, Chaplain.

MARSEILLES, Jan 27, 1857.

VISIT TO THE HOSPITAL.

I have to mention a most distressing case now before me, that of an American citizen, lying in the public hospital here in a dying condition, and whose hours, I may say, are numbered. His name is R— M—, of Baltimore, where his mother and several brothers are still living. One of his brothers is a lawyer; he tells me he is a nephew to the Rev. Dr. D—, a Presbyterian minister, late of Baltimore, has received a religious education, made a religious profession and walked apparently with God. He is but a young man, 28 years of age; but, alas, he has fallen away and now is under the fear and bondage of death. I have never in all my experience, during 30 years I have been in the ministry, seen any one who stood so much in fear of dying and appearing before the Judge of the quick and the dead as this poor sinner. This arises, *on his own confession*, from his want of faithfulness, sinning against light. He arrived here from India six weeks ago in the "Jane Henderson," of Baltimore, in a state of destitution, owing to his dissipated habits in India, and here he fell into grievous sins, and now, alas, Satan is tempting him to believe he is beyond the reach of

mercy and forgiveness, and he recoils from the thought of dying. I see him daily, and this morning, after telling him that, according to the medical man's opinion, his hours were numbered, and praying with him, I was thankful to find that he was more comforted and strengthened in his mind, and he assured me that he cast himself entirely on the mercy of the Lord Jesus, looking to him and to him alone, to his blood and righteousness for cleansing, acceptance and triumph over death. I shall see him again and again to minister to him the consolation of the Gospel and the peace that is laid up for sinners in Christ Jesus. May God the Holy Ghost be present with me to speak peace to his soul. I have also under my care two American seamen, arrived from St. Helena, where they were shipped on board of the "Arthur" of Boston, both from New London, Connecticut, Wesleyans by education, but in great darkness as to the sinner's acceptance with God through the blood of sprinkling. They are laid up with *erisypelas* and likely to be confined for weeks, to afford me much time to instruct them.

I have great pleasure in bearing witness to the piety and christian consistency of a gentleman who is well known, as he says, to you, Capt. Harris, of the "Matilda," of New York. He belongs to the Wesleyan connexion, and has for many years taken an active interest in the sailor's mission. He is a native of Norway, but came very young to the States, and is really a devout christian. He attends my ministry regularly twice on the Sabbath. I have great delight in my intercourse with him.

Most faithfully yours,

M. JOHN MAYERS.

The State of Maine can now boast of owning a fleet of merchant vessels valued at \$50,000,000, and greater than the commercial marine of any European power, Great Britain excepted.

COPENHAGEN.

Letter from Rev. P. E. Ryding, Sailor Missionary.

COPENHAGEN, Nov. 11, 1856.

"Lo, I am with you always." The Lord has graciously verified his promise in my feeble labors, during the third quarter of 1856.

I have visited about 320 vessels, and have had opportunities to speak many a serious word to careless sinners, numbers of whom have been induced to attend our meetings. The word of God has been put into the hands of many. 140 Bibles and New Testaments have been sold and given away, and about 7000 religious tracts have been distributed. I have visited about 115 families. The need to hear something about the dear Saviour is constantly becoming greater here in these lands. The cry "come and help us," sounds to us from many places. The whole of the southern coast of Sweden and most of the borders of Denmark, together with many islands are without laborers. The constant cry to come to other places and help them I have listened to and undertaken a journey to Sweden and one to Bornholm.

July 28, I left Copenhagen for Bornholm. On board the steamer I found opportunities to distribute tracts. We arrived at Ronne in the evening. A number of the people of God were waiting to receive me. I went home with one of them. A goodly number of brethren had assembled at his house and we lifted up our voices in praise and prayer to our blessed God. We remained together for edification till late at night.

Lord's day, 3d Aug. I held two well attended meetings. I visited the Sunday school and was much gratified by seeing the grace of God resting upon it. Towards evening I baptized three newly converted souls, and thus ended

this blessed day of the Lord. I then travelled about in the country to the fisheries, and preached the word of God.

Lord's day, 10th. We celebrated divine worship at a place called Nexø. Many people assembled even from the neighboring villages.

Lord's day, 17. I held a meeting at Ronne. We commenced at 7 o'clock in the morning, and the meeting lasted, with but a short pause, the whole of the day. Many had opportunity to hear the word of God. The Lord was especially gracious to us this day and caused us abundance of joy. There is a man at Ronne who for some time has been a believer in the Lord; he lives in a house together with his wife's parents. I have often been at his house. This man's wife and her mother were much offended with him because of his godiness, and they were particularly enraged at me, so much so that they could not even bear the sight of me, but fled the house whenever I came. But this was the day of their visitation. They went together with the man to the meeting, the spirit of the Lord seized them mightily and they were filled with solemn awe. A few days after this, the man came and invited me to come to his house, for his wife was under deep conviction. I accepted the invitation with pleasure, and whereas they formerly fled the house on my approach, now they were anxiously waiting to hear the word of God.

Aug. 22. I arrived at Copenhagen. There are no particular great awakenings at Copenhagen, but still some precious souls are now and then added to the Church. Amongst the seamen also, some are found who listen to the word of God.

I had received several invitations to come to Sweden, but my time was

much engaged in Copenhagen. As soon, however, as I was able to be away a few days I went by steamer to Malmo, thence to Carlshawn and Christianstad. A good trade is carried on at the two first mentioned towns. At most places in Sweden there is a great hunger after the word of God, and although there are several zealous servants of the Lord laboring there, they are by far too few to accomplish the work to be done. I was made acquainted with a rather interesting occurrence. There were two men who about two years ago lived in ungodliness and vice. They were comrades in drunkenness and fighting. It pleased the divine grace to compassionate both. Now their friendship became more intimate. They met often to read the word of God. About six or seven months ago, one of them went to the pastor and lamented his own neglect in bearing testimony to Christ. The pastor said to him, "Do not sit alone with your Christ." Eight days afterwards when the two friends met, as usual, to read the word of God, the one of them exclaimed: "It will not do to keep the good we have found any longer to ourselves." And from that time he began to preach repentance and faith to the most depraved people who lived in the town, and a short time afterwards he invited them to his house, where he read Luthers' Catechism to them, and added remarks. Tears were frequently seen trickling from the eyes of his hearers, and some of them said that they should never have believed, if he had not himself told them, for he had been their master in wickedness. His preaching was attended with blessed consequences, not only to the men but to their wives and children. Many people have gathered about these two men, and a great awakening is en-

joyed. Of about twenty souls, the hope is entertained that they have passed from death unto life.

At Malmo, and many other places on the coast of Sweden, things wear not so favorable an aspect. Except a few in the dead State church, there are no evangelical preachers in this part of Sweden. How gladly should I assist these our much neglected fellow men; by telling them something about the dear Saviour, but hitherto I have not been able to undertake more than this one journey to Sweden. I feel much the want of a boat, for if I possessed one I could easily get along the Danish and Swedish coasts. After a stay of eight days I returned to Copenhagen, where I always find an extensive field for labor. May the Lord grant me grace to labor with fidelity and boldness. Entreating an interest in your prayers,

I remain, with much regard, yours
sincerely in the Lord,

P. E. RYDING.

VALPARAISO.

Letter from Rev. D. Trumbull.

NEED OF A SAILOR'S HOME.

January 15, 1857.

DEAR BROTHER:—

I was this day conversing with one of our deacons, who felt very much the need of some place for reaching the sailors of this port. He said that within a week he had distributed about a hundred copies of the *Messenger* on board ships in the bay. Here ships all lie out at anchor. He came for other publications of similar nature for the same purpose.

Our chapel is open twice on Sunday, forenoon and evening, as well as for Sunday School in the afternoon. At this latter 60 children gather. On Sunday morning we have always the gratification of seeing ship masters

and sailors present—more of the former than of the latter, and more English than Americans usually. There are more English ships here.

A few days ago a sailor came, in liquor, to the chapel door as the Sabbath School scholars were coming in. I remonstrated with him. He owned that in London he did not do as he was doing, that he attended church, and tried to keep sober. He mentioned some sailor preacher's name with evident regard. Poor fellow! he had forgotten his good intentions here. O how much we need a Sailor's Home for just such cases. At present we have on hand a scheme for a school for foreign children. After that I shall be glad if the way should open for a Home.

On Sunday last an old sailor, a Swede, remained after service, who seemed to be a real Christian. Deacon Robinson gave him some good books. He attended the Sabbath School. He was quite in years. Mr. R. said, "you're an old man to have to go to sea." "O! yes sir, but the Lord wants me to go." He was neatly dressed. I asked him to go down to dinner. On his way a pious young man walked with him, who asked him if he knew Father Taylor of Boston, whence he had last sailed. "Know him! I guess I do. He and I hugs one another when we meets. I've knowed him these 20 years." He said he was a member of his church, and seemed really to love him. So here was on the other hand encouragement. This old sailor did not forget his labors on this far away coast.

Excuse my writing so briefly.

Yours truly,

D. TRUMBULL.

The *Congregationalist*, in an article upon smoking, says, "the street smoker is the *skunk* of civilization."

SHANGHAI.

Letter from Mr. A. L. Freeman.

[We are much gratified by the receipt of the following letter and the intelligence conveyed of the efforts employed in that important port in behalf of seamen. While the prospects at Canton are very dark, owing to the war, we are glad to know that another station is already commenced under so favorable auspices for our crews in the Chinese Seas. Mr. F. is doing a good work, and we heartily commend him and his efforts to the prayers of every friend of the sailor.]

SHANGHAI, Jan. 5, 1857.

DEAR BRETHREN:

I received your kind letter of June, accompanying the package of Magazines by the "Henry Harbeck," some weeks ago. The Magazines have been in part distributed, and the remaining shall be, to the furtherance of the cause. In the report contained in them, as well as through your letter, I learn that the Board had deemed the little work in which we have been engaged, as tract and Bible distributor, of sufficient importance to notice in connection with their various stations. While it is very flattering to be placed in such relationship with the interest and good name of your Society, and the list of devoted men who serve you in the seamen's cause, still we cannot feel that we are entitled, by anything we are doing, to so honorable a position. We feel it a privilege to labor in the cause, humble and unpretending as those labors are, and we trust that, through them, some who receive the Word of God will find it a savor of life unto life, and thereby obtain the joy and happiness of those who believe in Jesus.

FLOATING BETHEL.

The interest of those who go down to the sea in ships and do business in

the great waters is commanding more of the attention of the Christian world than in times past, and if we may judge from the signs which appear, even in distant portions of the globe, the better time coming is not far off. Here in Shanghai, within the past six months, a sum has been subscribed by the merchants residing in the place sufficient to build a floating Bethel for seamen. The amount of 2,000 dollars has already been paid in, and on the 30th of last month the hull of the to-be "Shanghai Bethel" was launched.—In the course of three or four weeks a house will have been built over it sufficiently commodious, and then it will be anchored at some central point in the river. The services thus far, from their commencement in July last, have been held on board of an unseaworthy vessel, kindly loaned for the purpose. The meetings, as a general thing, have been well attended. The missionaries, in connection with the Rev. Mr. Hobson, the English chaplain to foreign residents here, heartily co-operated in conducting the services, and the preaching, we fully believe, has been accompanied by a blessing from God. It has not been an unusual thing to see among the congregation those whose hearts have been touched, and whose feelings have found vent in tears. Though the place, in itself, has but little attractiveness to draw one Sabbath after Sabbath yet there have been many, who, during the stay of their vessel in port, have been regular in their attendance and evinced their interest by many cheering tokens. With a more suitable place for the purpose we hope to see much good result. The Bethel interest, for the present, has been entrusted to the oversight of a committee of three merchants, who have thus far superintended the building of the

Bethel and will soon provide a chaplain to labor in the field whose time will be wholly given to the work. May God's blessing attend these efforts for the salvation of seamen.

SEAMEN'S CEMETERY.

In connection with this mark of interest exhibited by the merchants of Shanghai the past year, a lot of land has been purchased and laid out, at an expense of 1,600 dollars for the exclusive purpose of a "Seaman's Cemetery." It is situated on the opposite bank of the river, about a mile distant from the foreign settlement. Heretofore those who have died among the shipping have been buried in the cemetery connected with the settlement; but, owing to the large number of deaths which occur in the summer months, the place would, in a short time, have been found inadequate for the purposes of a burial place. A subscription was started, and as a result, this beautiful lot has been purchased and laid out with graveled walks and ornamental trees and shrubbery. In the center a small brick chapel, in the Gothic style, is being erected for the purpose of conducting funeral services.

Thus you see the spiritual wants of those who, for a short time are brought together in this "far country," are in some measure provided for, and also a resting place for those who come here to find a grave among strangers.

RELIEF FUND.

These two important interests so closely allied to the moral and physical wants of the sailor led the way to another, not less important, perhaps, and one that develops much of that heaven-born spirit which finds its reward in giving to the needy, clothing the naked, feeding the hungry, and bearing the burthens of a brother in distress. A Relief fund for the sick

and destitute sailors, amounting to a few hundred dollars, to be used as occasion may demand, and to be replenished as often as may be found necessary, has been subscribed, and has been made useful in a few cases of deserved sympathy. In addition to all these good signs, the Seamen's Hospital, a private concern, has been enlarged and improved and rendered more comfortable. Now the only remaining "gap" is a good Sailors' Home. There is a place bearing this name but it is not all that could be desired in a moral point of view. We want a good temperance house; one in which the sailor will be surrounded by good influences and pious friends. May God speed the day.

TRACT AND BIBLE DISTRIBUTION.

The tract and Bible distribution is kept up on the Sabbath, among the shipping, at the hospital, and in the thoroughfares of the settlement. As a general thing they are well received; occasionally one's dignity is hurt by the pointed question of a tract, but the cases are few where they have been refused. During the past four months a large number of vessels have been in port, some of them remaining for months waiting for cargoes. On some of them we have been much cheered. Not a few instances of Catholics, who having resolutely refused to have a Bible near them, have been persuaded to accept it and read what God has done for poor sinners. A few Sabbaths ago we were going the rounds, and in a first visit to a ship which had arrived the day previous—had tendered the captain a tract and asked permission to distribute some to his crew. His answer, together with what we could see of those who were on deck, led us to suppose that it was composed entirely of Malays, in which language we had nothing. In

going down the steps that led to our boat a couple of Portuguese sailors, who had been unobserved by us, but whose eyes evidently had kept watch on the little packages of tracts we held in our hands, came following us with a "sir, please give me one," "and me, too, sir."

Fortunately we had amongst our assortment of foreign tracts "Poor Joseph" and a few others of the Tract Society's publications. It was a cheering sight to see the interest they manifested on receiving them; and these were Catholics who had *heard* about the Bible although they had none to call their own. They expressed their thanks in a manner, on receiving them, that would have done many a contributor to the American Bible Society good to see. Their stay in port was short, but they found their way to the Bethel twice on the Sabbath, and were amongst the most attentive listeners to the preached Word. They afterwards brought two Spaniards with them, who desired Bibles which were furnished them.

Things wear a threatening aspect at present with regard to the relations of England and America with China—good will eventually result.

In the bonds of Christian love.

ALBERT L. FREEMAN.

Information Wanted, by his mother and friends, of DENNIS KAVINAH, a few years since mate of ship "Delphi," Capt. David Crocker. Address this office.

PORT OF ALBANY.—There arrived at the port of Albany during the navigable season of 1856, one thousand two hundred and eighteen vessels, steamboats, barges, propellers, &c., with an aggregate tonnage of one hundred and forty thousand, four hundred and thirty-five tons.

REFORMS IN THE MERCHANT SERVICE.

It is with great gratification that we announce the beginning of a movement in the right quarter, to abolish some of the abuses which have so long prevailed in our commercial marine. These abuses we have frequently spoken of, and urged upon the attention of merchants, and ship owners, incurring often no little censure for so doing. But they have at length become so flagrant, and are occasioning, at least indirectly, such crushing losses to owners and Insurance Companies, as to compel notice. Official reports have come from England exposing and complaining of the cruelties suffered by seamen, and the daily press has reiterated and commented upon them till the public attention is well aroused, and the inquiry begins to be asked, what can be done to correct these abuses?

This subject was taken up in the Chamber of Commerce of this city at a recent meeting, and referred for investigation to an able committee of twelve, of which Mr. Perit, the President, is chairman. That committee with commendable promptness, met on the 8th of April, and appointed sub committees as follows:—

“To confer with the shipping masters and landlords as to any improvement which can be adopted in the mode of shipping crews, and also to inquire into the state of sailor’s boarding houses: Messrs. E. E. Morgan, J. J. Williams, and E. Richardson.”

“To inquire into the alleged abusive treatment of seamen and into the alleged collusion of officers of ships and boarding house runners in the enlistment of crews,—Messrs. P. Perit, T. Tileston, F. M. French, J. D. Jones, R. L. Taylor, and Geo. Briggs.”

“To inquire into the expediency and practicability of shipping crews without advances; and also as to the means by which encouragement can be given to the enlistment of appren-

tices in the marine service,—Messrs. A. C. Kingsland, R. B. Minturn, and Henry Grinnell.”

This is laying out the ground right, and we hope and trust that the sub-committees will go into the work thoroughly. It is only with thoroughness that anything effectual can be accomplished. The evils complained of, especially such as pertain to the shipping of seamen, have grown into a system, which, like a cancer, can only be remedied by extirpation, root and branch. There are too many unprincipled men who live by the gains of this system, sucking the very life of the sailor, to be dislodged from their grasp upon him by half way measures.

MARINER'S FAMILY INDUSTRIAL SOCIETY.

This institution held its thirteenth anniversary meeting on the evening of March 31, at the Mariner's Church in this city. It is an association of ladies operating for the specific purpose of providing aid for the families of seamen, by furnishing them employment. From the Annual Report presented, it appears that with very limited resources, they have had during the year from 70 to 80 employees, selected from between 500 and 600 applicants, all, with scarcely an exception, the wives, widows, or orphans of seamen. Only the most pressing cases could be relieved. The work performed has been the making of clothing, for which they have a depository and store at 322 Pearl St. Their receipts for the year were, from sales, \$5,230 04, from donors and subscribers, \$163; other sources, \$570; total \$5,963 04.

The Society maintains also an “Asylum” on Staten Island for aged indigent female relatives of seamen, which is in a prosperous condition. It has at present thirty-five inmates. To

some extent also they visit seamen's families, counsel and encourage them, secure their attendance at church and Sabbath School, and perform a true missionary work in their behalf.

Surely this is a most deserving charity. We marvel that it should be so little known, and so inadequately sustained in a community so abounding in benevolence as this. How is it that in a port containing some 50,000 seamen, and increasing in wealth at a rate almost beyond competition, there should have been contributed only the paltry pittance of *one hundred and sixty-three dollars*, for the aid of the wives and children of the men through whose hardships and privations this wealth is accumulated? How is it that 500 applications for *work*, not for *charity*, shall have been made by these families, and there be no means for furnishing it?

"Our hearts," say the Managers, "have ached as we have been obliged to dismiss one after another of this worthy class, and we are persuaded that could those who have jeeringly asked, "where are the sailor's wives and children," have followed them as they went weeping to their homes in garrets and cellars, and been witness to their sorrow and discouragement, the unfeeling inquiry would never again be started."

"How seldom we think of the mariner's grave,
Far down on the coral strand,
How little we think of the wind and the wave,
When all that we love are on land.

The hurricane comes and the hurricane goes,
And little heed do we take,
Though the trees may snap as the tempest blows,
And the walls of our homestead shake.

But the north-east wind tells a different tale,
With a voice of fearful sound,
When a loved one is under a close reef'd sail,
On the deck of an outward bound."

We commend the efforts of this Society to the benevolent both in the city and country. They may be aid-

ed by contributions to their funds, by articles of clothing, and by supplying work, "*a very important item.*" Sewing and knitting are desired for the aged mothers of the "Asylum," many of whom are patterns of neatness and industry.

NOTICE.

The Twenty-ninth Anniversary of the American Seamen's Friend Society will be celebrated in the 14th St. Presbyterian Church, New York, (Dr. Asa D. Smith's,) on Monday evening, May 11th, at 7½ o'clock. After the public services, Trustees will be elected for the ensuing year.

Seamen, and all who are interested in the cause, are cordially invited to attend.

NOTICE.

Agents of the SAILOR'S MAGAZINE having funds in hand, and subscribers indebted for the same, will please forward the amount to this office, before the 5th instant.

The Life Saving Benevolent Association of New York have presented their gold medal to Capt. WM. C. DICKEY, of the bark *Mary R. Barney*, for the rescue of the crew of the schooner *Jarvis Lyon*, when in a sinking condition at sea, on the 3d of March.

RECEIPTS.

From March 15th to April 15, 1857.
Director for Life by the payment of \$50.
 Rev. David H. Riddle, by Ref.
 Dutch Ch., Jersey City, 53 79
Members for Life by the payment of \$20.
 Master Edward C. Bill, Brooklyn,
 N. Y., by his friend, 20 00
 John Christian, of Brimfield, Ill.,
 by a friend, Greenwich, Ct.,
 (am't previously ack'd.)
 Miss Martha W. Shepard, by
 Ladies' Sewing Soc., Madison,
 Ct. 20 00
 Mrs. Abigail S. Hill, Kennebunk,
 Me., by M. B. Sewall, Portland,
 Me. 20 00

Miss Elizabeth H. Tenney, by Wm., T. Cutter, Esq., (am't ack'd be- low.)	
Rev. J. Clement French, by Cen. Con. Soc., Brooklyn, N. Y., (am't ack'd below.)	
Rev. Jacob West, by Ref. Dutch Ch., Brooklyn, N. Y.,	23 24
Capt. Jacob Holm, by Con. Soc., Manchester, Mass.,	20 00
Mrs. Ellen M. Hardy, Con. Soc., Manchester, Mass., (balance,)	11 19
Rev. James B. Cleveland, by Con. Soc. South Egremont, Mass.,	26 77
Miss Fanny Plumb, by Con. Soc., Stockbridge, Mass.,	25 00
Miss Mary Galpin, by Con. Soc., Stockbridge, Mass.,	25 00

Donations.

A friend, Lowell, (B. E. T.,) Mass.,	3 00
First Con. Soc., Middleboro, Mass.,	21 60
Con. Soc., Suffield, Mass., (add'l,)	11 00
An Old Sailor, New York,	5 00
Sec. Con. Soc., Stonington, Ct.,	8 00
A friend in Winsted, Ct.,	2 21
Con. Soc., Brandon, Vt.,	8 00
First Con. Soc. Newbury, Vt.,	13 00
South Pres. Ch., Brooklyn, N. Y.,	120 00
Giles Isham, Malden, N. Y.,	10 00
Con. Ch., S. Norwalk, Ct.,	16 00
Con. Ch. Cromwell, Ct.,	14 10
Second Ref. Dutch Ch., Pokeep- sie, N. Y.,	35 69
South Con. Soc., Kennebunk Port, Me.,	24 36
U. S. Mail Steamer Adriatic, N. Y.,	9 04
Pres. Ch., Stewartsville, N. J.,	2 55
Evan. Luth. Ch., Stewartsville, N. J.	7 20
Rev. A. H. Hand, Bloomsbury, N. J.	3 25
Pres. Ch., Bloomsbury, N. J.,	15 00
Pres. Church, Chester, N. Y.,	30 00
Third Pres. Ch., Brooklyn, N. Y.,	72 41
Roseville Pres. Ch., Newark, N. J.,	15 00
Ch. of the Pil. Brooklyn, N. Y.,	205 19
Cen. Con. Soc., Brooklyn, N. Y.,	45 00
Con. Ch., Old Saybrook, Ct.,	12 54
Con. Soc., Middlebury, Ct.,	8 00
Otis Lombard, Southfield, Mass.	2 00
Rev. L. H. Van Dyck, Defriets- ville, N. Y.,	2 00
Pres. Ch., Hackettstown, N. J.	18 00
Meth. Epis. Ch., " "	3 00
A subscriber to the N. Y. Observer,	5 00
Thomas McKeen, Easton, Pa.,	10 00
G. W. Hawsell, " "	5 00
M. H. Jones, " "	2 00
M. E. Forman, " "	2 00
John Mickie, " "	2 00
Mr. Boileau, " "	2 00
J. T. Knight, " "	1 00
P. S. Mechler, " "	1 00
Cong. Soc., Henniker, N. H.,	8 16

First Con. Soc., Greenfield, Mass.,	16 00
A friend in Springfield	" 1 00
Con. Ch., South Reading,	" 26 48
" " Wrentham,	" 12 30
" " South Hadley,	" 21 42
" " Mansfield, to make Rev. Jacob Ide L. M. (B.)	35 78
" " Lee, Mass.	66 00
	<hr/> \$1,204 27

*Receipts of Boston Seamen's Friend
Society.*

Legacy of John Sears,	3000 00
Cohasset Con. Soc.,	12 29
" Sea Fr. Soc.,	20 00
Boston Shawmut Ch.,	57 72
" Park st "	203 16
" Central "	80 11
" Mt. Vernon "	185 00
" Old South "	125 60
" Essex st. "	226 28
" Bowdoin st. "	100 00
" Salem st. "	72 25
" Pine st. "	62 92
" Philips st. "	45 95
Cambridgeport 2d Ch., Austin st.,	10 27
" Eliza Harlow,	5 00
Dorchester village,	15 00
Medford Mystic,	25 60
" 2d Ch.,	41 25
Brookline, Harvard, Ch.	62 36
W. Cambridge Ch.,	44 46
Somerville "	29 18
Brighton "	41 28
Boston, a friend	10 00
" "	10 00
Malden, Rev. Mr. Pratt's Ch.,	8 03
Fayetteville st. Ladies' Sewing Circle,	5 00
Newton Corner, Eliot Ch.,	54 46

To Sailor's Home (Boston.)

From Winthrop Church, Charlestown,	2 quilts.
Ladies' Bene. Soc., Holliston,	6 com- forters, 9 sheets, 12 pillow cases, 2 shirts.
Andover, West Parish,	6 sheets, 6 pil- low cases.
Ladies' Sewing Circle, Westminster,	4 sheets, 4 pillow cases, 1 quilt.
Ladies' Charitable Soc. of the First Cong. Ch. and Soc, Leicester,	fifteen dol- lars for room.
From the Ladies' Orthodox Sewing Circle of Center Abington,	\$16 67.
From the Ladies of the Eliot Sewing Circle, Newton,	4 pair sheets, 4 pair pil- low cases, 2 comforters.
Ladies' Bethel Soc., Newburyport, by Mrs. Follansbee, for Seamen's Relief Soc.	\$20.
From a Lady in Brooklyn, for the re- lief of shipwrecked seamen,	\$50.